

New York Stock Market

New York, December 29.—To the casual observer today's stock market seemed strangely of the "window dressing" methods often employed in the European markets at this time of the year. Prices rose very generally, and the movement was unusually comprehensive. The rise embraced not only the standard railway shares, but took in many of the Southern and Southwestern issues and various specialties as well.

The further gain in Southern Railway preferred was coincident with reports that dividends on the stock are likely to be resumed at \$2.50 per share. Pacific was active at a higher price despite its indifferent returns for November. Union Pacific and Southern Pacific were apparently in demand at advances, particularly Southern Pacific.

The coal stocks were conspicuous for their activity and underlying strength, and Reading was bought by traders who professed to have advance information that the company's showing for November would be more than gratifying. The market flattened out very perceptibly at midday, but became active again in the late trading, and closed with prices generally at or near the bid.

Delayed demands for money caused a further pull in loans, which the market advanced to 3 1/2 per cent. It is not improbable that a further slight disturbance of local monetary conditions in December would be more than gratifying. In the judgment of bankers the higher rate is not likely to last long.

The bond market was irregular, with especially large dealings in Norfolk and Western convertible 4s at rising prices. Total sales, par value \$3,125,000. United States government bonds unchanged. Call Total sales today, \$27,600 shares of stocks.

New York, December 29.—Money on call firm, 3 1/2 to 3 3/4 per cent; ruling rate, 3 1/2 to 3 3/4 per cent; offered at 3 1/2 to 3 3/4 per cent; time loans dull and steady; sixty days and ninety days, 3 1/2 to 3 3/4 per cent; 3 to 6 months, 3 1/2 to 3 3/4 per cent; Prime mercantile paper, 4 to 4 1/2. Sterling exchange steady, with actual business in bankers' bills at \$152 1/2 for 60 days; sixty-day bills, and at \$151 1/2 for demand. Commercial bills, \$4.81 1/2 to \$4.82. Bar silver, 53 7/8; Mexican dollars, 45.

RICHMOND STOCK MARKET.

By Richard W. Maury, Stock and Bond Broker, 105 E. Main St.

Richmond, Va., December 29, 1910.

STATE SECURITIES. Bid. Asked.

Virginia 5s, Old, C. and R. 1902..... 87 1/2 88

Centuries, 2-3, C. and R. 1910..... 83 1/2 84

RAILROAD BONDS.

A. C. L. R. R. Con. Tr. P. Co. 4s..... 94 1/2 95

Georgia P. & A. R. R. 4s..... 112 1/2 113

Georgia, Sou. and Fla. 4s..... 105 1/2 106

Georgia and Ala. Con. R. R. 4s..... 105 1/2 106

Norfolk and West. Ry. 4s..... 93 1/2 94

Nor. and West. Ry. Poca. 4s..... 88 1/2 89

Richmond Air. Tr. Co. 4s..... 104 1/2 105

Southern Railway 1st 5s..... 104 1/2 105

Western N. C. 1st 5s..... 104 1/2 105

RAILROAD STOCKS.

Atlantic Coast Line 1st 5s..... 104 1/2 105

Chesapeake and Ohio..... 104 1/2 105

Norfolk and Western..... 93 1/2 94

Southern Railway..... 104 1/2 105

2-3 1/2 to 3 3/4 per cent.

AMERICAN NATIONAL BANK.

Bank of Commerce and Trust..... 104 1/2 105

First National..... 104 1/2 105

Merchants' National..... 104 1/2 105

National State and City Bank..... 104 1/2 105

Planters' National..... 104 1/2 105

Savings Bank of Richmond..... 104 1/2 105

Union Bank of Richmond..... 104 1/2 105

INSURANCE COMPANIES.

Virginia Fire and Marine..... 25 1/2 26

MISCELLANEOUS.

Am. Car. Chem. Pfd. 3s..... 100 1/2 101

Am. Car. Chem. Co. 4s..... 100 1/2 101

Quotations for interest paying bonds are at a price to which interest must be added.

Bonds and certificates of indebtedness are flat.

COTTON MARKETS.

New York, December 29.—With the cotton market closed to-morrow night until Tuesday morning and with more or less uncertainty felt as to the results of January 1st, the market was not very active to-day, but despite some irregularity prices ruled generally steady with the close of the previous day. The market was not active to-day, but despite some irregularity prices ruled generally steady with the close of the previous day. The market was not active to-day, but despite some irregularity prices ruled generally steady with the close of the previous day.

The opening was steady at an advance of 1/4 point to a decline of 1/2 point, near positions were higher in sympathy with over-night buying orders.

Attracted by the firm tone of yesterday's trading, the market was active to-day, and reflected a renewal of scattered liquidation and local bear pressure, while during the last few minutes the whole market showed decided strength. The close was firm at the top of the range, with an advance of 1/4 point to a decline of 1/2 point, near positions were higher in sympathy with over-night buying orders.

After selling up to a net gain of 1/4 point, the market was active to-day, and reflected a renewal of scattered liquidation and local bear pressure, while during the last few minutes the whole market showed decided strength. The close was firm at the top of the range, with an advance of 1/4 point to a decline of 1/2 point, near positions were higher in sympathy with over-night buying orders.

Receipts at the ports to-day were 6,234 bales against 41,757 last week and 2,115 last year. For the week 22,000 bales against 364,135 last week and 181,900 last year. To-day's receipts at New Orleans 16,525 bales against 16,920 last year.

Cotton futures opened and closed steady.

Open High Low Close.

December..... 14.93 14.95 14.97 14.99

January..... 14.95 14.97 14.99 15.01

February..... 14.97 14.99 15.01 15.03

March..... 14.99 15.01 15.03 15.05

April..... 15.01 15.03 15.05 15.07

May..... 15.03 15.05 15.07 15.09

June..... 15.05 15.07 15.09 15.11

July..... 15.07 15.09 15.11 15.13

August..... 15.09 15.11 15.13 15.15

September..... 15.11 15.13 15.15 15.17

October..... 15.13 15.15 15.17 15.19

Spot cotton closed quiet, middling up 1/4 to 1/2; middling 15.20; sales, 400 bales.

Cotton, quiet; middling, 14.95; net receipts, 97 bales; gross, 3,885 bales; sales, 400 bales; stock, 33,641 bales; export to France, 250 bales; to the Continent, 250 bales; Coastwise, 1,221 bales.

Consolidated at all ports—Net receipts, 43,720 bales; export to Great Britain, 6,541 bales; to France, 250 bales; to the Continent, 250 bales; to Japan, 1,600 bales.

Total since September 1st at all ports—Net receipts, 5,567,775 bales; export to Great Britain, 6,541 bales; to France, 250 bales; to the Continent, 250 bales; to Japan, 1,600 bales.

Thomas Branch & Co.

(Established 1838.)

MEMBERS

New York Stock Exchange

New York Cotton Exchange

Private Wires to

Principal Markets

Official Range and Sale of Stocks in New York.

By THOMAS BRANCH & CO., Bankers and Brokers.												
SALES.				BID. ASKED.				SALES.				
Open.	High.	Low.	Closing.	Open.	High.	Low.	Closing.	Open.	High.	Low.	Closing.	
500 Amer. Agri. Chem. com.	45 1/2	46	45 1/2	46	46 1/2	45 1/2	46	200 Illinois Central	131	131	131	129 1/2
100 Allis-Chalmers	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	1,800 Int. Metropolitan	194	194	194	194
100 Allis-Chalmers pfd.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	3,500 Int. Metropolitan	194	194	194	194
14,500 Amalgamated Copper	61 1/2	62 1/2	61 1/2	62 1/2	62 1/2	61 1/2	62 1/2	Int. Met. Marine com.	4 1/2	4 1/2	4 1/2	4 1/2
100 American Can. com.	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	International Paper	4 1/2	4 1/2	4 1/2	4 1/2
100 American Can. pfd.	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	500 Int. Paper pfd.	25 1/2	25 1/2	25 1/2	25 1/2
100 Amer. Car. and Foundry	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	500 Kan. City South. com.	2 1/2	2 1/2	2 1/2	2 1/2
100 Amer. Car. and Foundry pfd.	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	200 Kansas City South. pfd.	10 1/2	10 1/2	10 1/2	10 1/2
100 American Cotton Oil	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	15,800 Lehigh Valley	18 1/2	18 1/2	18 1/2	18 1/2
Amer. Linsed Oil com.	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	1,700 Louisville and Nashville	14 1/2	14 1/2	14 1/2	14 1/2
Amer. Linsed Oil pfd.	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	Manhattan	20 1/2	20 1/2	20 1/2	20 1/2
200 American Locomotive	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	600 Mo. Kan. and Texas	31 1/2	31 1/2	31 1/2	31 1/2
100 Amer. Locomotive pfd.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	700 Missouri Pacific	4 1/2	4 1/2	4 1/2	4 1/2
American Malt pfd.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	National Lead	11 1/2	11 1/2	11 1/2	11 1/2
4,400 American Sugar	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	1,200 New York Central	11 1/2	11 1/2	11 1/2	11 1/2
100 American Tel. and Tel. Co.	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	600 N. Y. Ont. and Western	41	41	41	41
20 American Tobacco com.	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	1,000 Norfolk and Western	10 1/2	10 1/2	10 1/2	10 1/2
500 American Tobacco pfd.	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	2,200 Northern Pacific	10 1/2	10 1/2	10 1/2	10 1/2
500 Anaconda Copper	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	200 Pacific Mail	25 1/2	25 1/2	25 1/2	25 1/2
5,200 Atchafalpa	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	500 Pennsylvania	12 1/2	12 1/2	12 1/2	12 1/2
500 Atlantic Coast Line	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	200 People's Gas	90	90	90	90
100 Baltimore and Ohio	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	100 Pressed Steel Car	20 1/2	20 1/2	20 1/2	20 1/2
1,200 Brooklyn Rapid Transit	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	100 Pressed Steel Car pfd.	93 1/2	93 1/2	93 1/2	93 1/2
1,200 Canadian Pacific	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	Ry. Steel Springs, com.	14 1/2	14 1/2	14 1/2	14 1/2
200 Central Leather	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	5,700 Reading	14 1/2	14 1/2	14 1/2	14 1/2
3,400 Chesapeake and Ohio	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	200 Republic Iron and Steel	25 1/2	25 1/2	25 1/2	25 1/2
200 Chicago Great Western	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	100 Republic I. and S. pfd.	92	92	92	92 1/2
100 Chi. Great West. pfd.	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	2,800 Rock Island	25 1/2	25 1/2	25 1/2	25 1/2
250 Chi. Mil. and St. Paul	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	Rock Island pfd.	49 1/2	49 1/2	49 1/2	49 1/2
200 Chicago and North West	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	200 St. Louis and San Fran.	11 1/2	11 1/2	11 1/2	11 1/2
Clev. Cl. and St. L.	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	500 Southern Railway	26 1/2	26 1/2	26 1/2	26 1/2
Colorado Fuel and Iron	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	100 Southern Railway pfd.	61 1/2	61 1/2	61 1/2	61 1/2
200 Colorado and Southern	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	200 Standard Oil	61 1/2	61 1/2	61 1/2	61 1/2
Col. and South. 1st pfd.	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	500 Tennessee Copper	31 1/2	31 1/2	31 1/2	31 1/2
Consolidated Gas	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	100 Texas Pacific	23 1/2	23 1/2	23 1/2	23 1/2
100 Crucible Steel	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	200 United Pacific	16 1/2	16 1/2	16 1/2	16 1/2
200 Crucible Steel pfd.	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	200 United States Steel	71 1/2	71 1/2	71 1/2	71 1/2
50 Delaware and Hudson	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	100 United States Steel pfd.	116 1/2	116 1/2	116 1/2	116 1/2
Distillers Sec. Co.	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	100 Va. Car. Chemical	61 1/2	61 1/2	61 1/2	61 1/2
40 Erie 1st pfd.	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	100 Va. Car. Chemical, pfd.	61 1/2	61 1/2	61 1/2	61 1/2
40 Erie 2nd pfd.	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	100 Wabash	24 1/2	24 1/2	24 1/2	24 1/2
40 Erie 3rd pfd.	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	200 Western Union	24 1/2	24 1/2	24 1/2	24 1/2
40 Erie 4th pfd.	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	Total sales for day, 35,460 shares.				

CLOSING BOND QUOTATIONS

Ally-Chalmers 1st 5s (bid).....	75 1/2	Denver and Rio Grande ref. 5s.....	85 1/2	Seaboard Air Line Ad. 1s.....	75 1/2
American Tel. and Tel. conv. 4s.....	105 1/2	Erie conv. 4s, series "A".....	75 1/2	Southern Railway 5s.....	107 1/2
American Tobacco 4s.....	80	Erie conv. 4s, series "B".....	75 1/2	Southern Railway 4s.....	107 1/2
Atlantic Coast Line 1st 5s.....	104 1/2	Interior, Mer. Marine 4s (bid).....	61	U. S. refunding 2s, registered.....	107 1/2
Brooklyn Transit conv. 4s.....	92 1/2	Kansas City Southern 1st 5s.....	73 1/2	U. S. refunding 2s, coupon.....	109 1/2
Chesapeake and Ohio 4s.....	107 1/2	Lehigh Valley 1st 5s.....	75 1/2	U. S. 4s, registered.....	107 1/2
Chicago Great Western 2 1/2s.....	94 1/2	Missouri Pacific 1st 5s.....	93 1/2	U. S. 4s, coupon.....	107 1/2
Chicago and North West 1 1/2s.....	94 1/2	Norfolk and Western 1st 5s.....	93 1/2	U. S. 4s, registered.....	115 1/2
Chicago, B. and Quincy Joint 5s.....	95 1/2	Norfolk and Western conv. 4s.....	96 1/2	Union Pacific conv. 5s.....	103 1/2
Chicago, B. and Quincy gen. 4s.....	97 1/2	Pennsylvania 1st 5s.....	89 1/2	U. S. 4s, coupon.....	109 1/2
Chicago, R. I. and Pac. Ry. 4s.....	85 1/2	St. Louis and San Fran. gen. 5s.....	83 1/2	Virginia-Car. Chem. 5s.....	109 1/2
		St. Louis S'western 1st 5s (bid).....	83 1/2	Wabash 1st and ext. 4s.....	64